

CATS FAR IN LEAD IN ANIMAL CENSUS OF NEW YORK

Horses Fast Disappearing, as Are Cows and Goats—Dog Population Keeps Proportional With Increase in Their Masters

NEW YORK'S meowing, barking and tweeting population is on the increase. That section of the community, however, that whinnies, moos and ma-a-as is on the decline. In language more explicit, the population of dog, cat and bird pets continues to grow, whereas horses, cows and goats diminish in number with each year.

Briefly expressed, this is the result of a rough census of the domesticated animal dwellers in this city taken a few days ago by THE NEW YORK HERALD. Before proceeding to detail it is worth noting that it is the useful members of this dumb community, with the exception of chickens, namely, the cows, which are the milk givers, and the horses, which do draft work, that are becoming fewer. The canaries and pigeons, the cats and dogs, the rabbits, &c.—creatures kept for their own sakes rather than for the service they do—wax and prosper.

However remarkable and enviable the growth of the population of this metropolis has been, it has remained a subject of indifference to the last named section of the community of pets. Their number has kept pace with the number of humans in this city and done so without effort.

"As far as the animal population is concerned," asserts W. K. Horton, superintendent of the Society for the Prevention of Cruelty to Animals, "the animals kept for pets alone are increasing at the same rate as the population. Only the horses have stood still."

Many Old Favorites Are Gone.
Notably Monkeys and Parakeets

Not only has time thinned the ranks of the horses of the city but it has taken many a familiar animal from the streets. The Italian organ grinder's monkey has virtually disappeared. Only after midnight or on Sunday afternoons do the hansom cabs with their rusty cabbies now appear. Never are they seen to-day as of old loitering about the railroad depots. Horse cars have gone, never to return. Even the Speedway has been opened to the automobile. Once it was the haunt of the trotters and pacers.

The little parakeets trained to pluck your fortune from a tray at the behest of an organ grinder sit idly in cages now. Mighty few of them are on the job. The trained bear does not lumber through the suburbs, and goats can no longer be seen munching on a rocky Harlem lot.

The face of the animal community of New York changed radically during the war, but it is now back to normal. During the lean days of the fighting every resource became of moment, and animals, particularly useful animals, assumed a value they had never possessed hitherto. The horse did yeoman service during the war. French warfare had eliminated the dashing cavalry mount. In this war for the first time the draft horse came into his own. Still he did not get all the credit due him. "Cinderella of the Service" one writer has called him—or her.

War Need for Food Encouraged
Keeping of Useful Animals

When food was short and the home gardening craze swept the country it was only natural that the minds of people should turn to that inevitable accompaniment of every amateur farm—chickens. The strict taboo on poultry keeping was lifted and the Board of Health distributed permits broadcast. Every backyard had its cackling egg layer. People were encouraged to start rabbit patches and backyard poultry farms.

Even the milk goat was encouraged. To-day the momentum of that great two year period has frittered out. Chickens are tolerated now only where their presence does not annoy the neighbors or violate the health laws. The horse has returned from battle and glory to his unequal struggle with the motor.

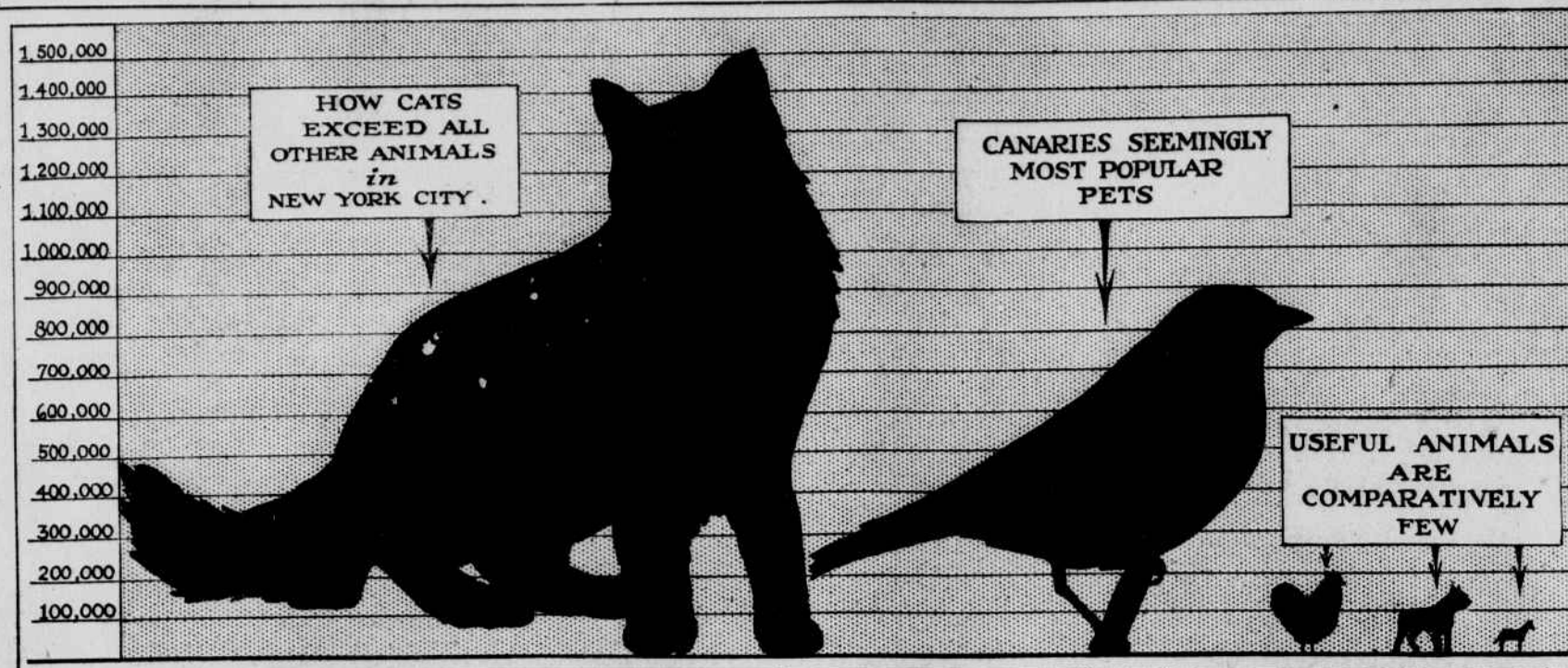
The horse is on the wane. That seems assured. He is losing the fight against his more efficient though less aesthetic opponent. His lot to-day and his destiny are much the same as that of the sailing ship, which is also engaged in a losing battle. The fact of his passing comes hard to those who have cared for and admired him. According to figures furnished by the sanitary bureau of the Board of Health there were in 1910 128,224 horses in Greater New York. In March of this year the census yielded a count of only 65,124. If these figures are accurate it means that in eleven years the horse population of Greater New York has been practically cut in two. Not even the wartime spurt could help old Dobbin.

The census of the Sanitary Bureau was based on a careful toll of the stables of the greater city and their occupants. It appears to be a thoroughly reliable count. Mr. Horton of the S. P. C. A., a staunch friend of the horse, however, takes exception to the census.

"While the increase in the number of horses is not keeping pace with growth of the city," said Mr. Horton, "the horses are not actually decreasing very much in number. The figures of the Sanitary Bureau seem to me to be rather superficial. According to agents of the society, all of them men who have been concerned with horses from from twenty to thirty years, there are at least 100,000 horses in the city to-day, notwithstanding the Health Department's figures. The society is in constant touch with the field year in and year out, and, although it has taken no census, I am certain that the figure of the Sanitary Bureau is not as correct as the approximations of the society's agents."

Recently, however, the horse gained a little lost ground. More and more concerns have come to the realization that for short hauls the horse pays better than the motor truck. Many large truckers have abandoned their motors. Where there is business to be done at the pier the horse drawn vehicle is an eminently better paying proposition. A truck driver does not draw as stout a pay envelope as a chauffeur, nor does the horse require much more than his feedbag and a stall in which to sleep. Stalls, it is known, are far

The accompanying pictorial chart shows how cats in New York city far outnumber all other pets and animals and illustrates graphically the sharp decline in the number of horses and cows.



cheaper than automobile berths in a garage. One of the big meat packers recently junked all of his motor trucks and started to do his hauling by means of horse and wagon.

As a pleasure provider the horse has passed. Except for the few surviving hack horses and those used for saddle purposes the horse in this city is a draft animal. He has also been eliminated from heavy hauling and from long hauling. Eventually automobiles may become so cheap and easy to operate that the short haul will be profitably made by automobile, but for the present the field of the short haul belongs to the horse.

There are various explanations for the 25 per cent. decline in the number of horses

between 1917 and 1919, but the best is that which lays chief blame upon the war. The best farm horses were being exported overseas, so that the farmers had to seek their draft animals wherever they were obtainable. During the war the expense of keeping a horse rose, which was an inducement for their owners to get rid of them. There was also much less of the short hauling to do. Department stores encouraged a carry home your parcel campaign, which resulted in the release of many delivery wagon steeds. These and similar reasons account for the radical fall during those two years.

Among stable owners it is an ancient superstition that a goat in a stable means

good and healthy horses. Perhaps the only goats left in Manhattan are those owned by stable owners in Harlem. Up in Inwood there is an occasional Billy. In the other boroughs the goats are far more numerous. They are sure to be found wherever Italians abound. To one brought up on goat's milk cow's milk lacks savor. It works the other way, too, be it understood. Milch goats are not indigenous to the country, but were brought over here by German immigrants.

The number of cows within the city limits is sadly on the decline. Four or five years ago there were about 6,000 cows. To-day there are only 4,200, about 60 per cent. of what there was a few years before. Not

only are the number of dairies decreasing, but the number of cows within the dairies that still carry on are falling in number. The high cost and the difficulty of feeding cows seems to be the chief explanation for the falling off in number. In earlier days brewers' grains were obtained ridiculously cheap and easy, but to-day these grains are not only high, but are hard to obtain.

It is estimated that the dairies of Greater New York produce about 30,000 quarts of milk, in addition to other dairy products. Manhattan has no cows. Parts of the Bronx have cows, but the bulk of the bovine community moos in Brooklyn, Queens and Richmond. The dairies are distributed as fol-

Alsace-Lorraine Stays Loyal French Despite Cost

Continued from First Page.

pectedly defeated, first by reason of the fall in the mark; second, by reason of the refusal of the Germans to supply its industries with certain needed materials, such as coke. French consumption was expected by the optimists to make up for this. It has not, for the simple reason that the consuming power of the French nation is not equal to it.

Making allowance for the world wide economic depression, the special situation in France's new territory can be gauged from an examination of the steel industry. Before the war the Lorraine region produced 21,000,000 tons of ore, or slightly more than all the rest of France. Of this total production, 69 per cent. was utilized in the Lorraine furnaces, 27 per cent. in Germany and only 2 per cent. in France.

Now the mines are producing only 6,000,000 tons. Only 15 per cent. is going to Germany, while there is no increase in the French consumption. Coke is costing the Lorraine furnaces twice what it costs the German furnaces and labor three times more. The result is that only half of the miners were employed in October and only eighteen out of sixty-six furnaces in operation.

Production in Metal Industry
Now 30 Per Cent. of 1913

This condition runs right through the big metal industry, the second largest in the new territory. Unable to compete with German costs, the mills bought by French capitalists are partly shut down to-day or working on stock. At least 30 per cent. of the maximum production of this new region must find a market outside of France and yet in the foreign field is unable to compete with German costs. By contrast, in the economic area of Germany, to which Alsace and Lorraine formerly belonged, excluding the Sarre, production in this industry is now estimated at over 80 per cent. of 1913.

One reason for this is that Lorraine now has to pay 75 francs for Ruhr coke and the German mills only 30. Also the Germans will only supply one-sixth of the Lorraine demand. The former owners of these properties like Stinnes and Thyssen are thus getting back at their new French owners, from which it is not strange some of the French want the Ruhr.

The German workman gets the equivalent of 8 francs a day and there is no unemployment. The worker in Alsace and Lorraine gets on an average 25 francs a day, which makes it impossible for his employer to compete in his old market, even if his goods can cross the Rhine without duty.

Here is another example: The production of the potash mines has been forced up by the sequester from 300,000 tons to 1,000,000 tons a year. But this potash cannot be sold even at what it costs to produce. The German syndicate to whom these mines once belonged is actually sending trainloads of potash from the German fields across Strasbourg bridge to French farmers because German production cost is 60 per cent. of the Alsatian mines and their price to the farmers 50 per cent. below the French price.

The largest industry is the textile, employing 70,000 people. Not long ago it was running at about 40 per cent. production. Now this has improved largely, because the German mills are actually sending some of their unfilled orders to the Alsatian mills to be shipped abroad via Antwerp, because the Germans do not want to lose their foreign customers and are willing to take a loss on these goods.

These are a few of the high points in an industrial and economic situation, arising not alone from the general world depression, but from the fact that this region has

been severed from the German economic basin to which it belonged. German buyers no longer fill the stores of Strasbourg and Metz. Storekeepers point for explanation to the map showing how near they used to be to the big German cities and how far they are now from the French. Retail merchants every day see trainloads of their own fellow townsmen going to the Sarre or Germany to change their francs into marks, buying shoes for \$1 that in France cost \$5.

With this situation affording a daily contrast to the business the Germans are doing across the Rhine, one cannot help but be amazed at the frequency with which it is reiterated by business men and workers that they are glad to be French again.

A storekeeper in Colmar explained the reason why "under the Germans we could not complain out loud; now we can. Under the Germans everything was verboten and a policeman was at your home on the slightest excuse. Now we know we have liberty to tell how we feel; we are not watched. Only we must have patience, for the French are too easygoing."

Naturally the people of Alsace-Lorraine are not blaming the French Government for this economic situation except as it might be slightly ameliorated by a readjustment of their transportation charges over the French railway lines. They give credit to the Government for having already planned canal and other improvements for which it lacks the money largely because of the reparations matter, whereas the Germans after 1870 were able to spend much of the French indemnity in these conquered regions.

What the Government is held largely to blame for is the failure, with three years passed, to give its restored provinces their full political status as departments. This is the burning question with one out of ten of the inhabitants and which daily finds its echo in the French Parliament. The reason given for this is two-fold: first, the fact that Alsace-Lorraine has only half changed its clothes and until this is accomplished it must have a special government on the spot to supervise the change; second, and this is the chief stumbling block—that it wants to preserve a state supported clergy, which is forbidden under the laws of France.

Save for the fact that the representative of the French Government is called a Commissioner, the form of government here differs little from that of a French colony. All of the *prefets* are responsible to the Commissioner, who in turn is responsible to the Government at Paris. Though there is a consultative committee of citizens, every recommendation must have his approval. This extra administration is costing the country 2,500,000 francs a year. To it are subordinated all the local councils, which do not enjoy the authority they have in the other departments.

Had Measure of Autonomy
In Last Year of German Rule

In the last years of the Germans, Alsace-Lorraine had its own Parliament. Though the Upper House was controlled by the appointees of the Kaiser, nevertheless there was considerable autonomy. Now the people see the distinction still drawn between them and the people of the rest of France by the republic which welcomed their return with open arms and their pride is hurt.

It is true that only 50 per cent. of the German laws have been repealed in favor of the French, but, despite this fact, the present form of government would probably be done away with in response to these protests were it not for the existing deadlock over the religious question. And from all indications this is likely to continue

until a new Parliament is elected, two years hence.

Religiously, Alsace-Lorraine is still where France was in 1870 and over 75 per cent. of the people are Catholics. Nowhere else in France are they more religious. Taken over by the Germans fifty years ago, the Church enjoys exactly the same status as in France under the Concordat. The clergy, schools and churches are supported by the public funds. Priests not only visit the communal schools to give religious instruction, but if children stay away their parents can be punished. This now is not enforced, but nevertheless such a law exists.

To-day all the power of the Catholic Church is being exerted to continue this system in Alsace-Lorraine, different as it may be from what now prevails in France. Arrayed against the priests are the extreme Socialists, who point to Joffre's proclamation promising religious freedom at the time of the entry of the French troops. With even 60 per cent. of the workingmen Catholics, the Church has thus far been able to hold its own.

When the first elections for Parliament were held in 1919 all of the newly elected deputies, including two Jews, took a pledge to oppose a change. This attitude they have maintained ever since in Parliament. Naturally the Ministry takes the position that it cannot override the wishes of these elected representatives, yet at the same time cannot sanction a bill admitting Alsace-Lorraine to its full status as long as the French law of separation does not cover it.

Clerical Question Raised
By People of Provinces

"This clerical question is the most delicate of all," M. Alapetite admitted to THE HERALD correspondent. "France cannot act in the matter without the consent of the Alsatian deputies and they are opposed to any change."

This question reaches into every home and has roused the clergy in opposition to the French administration in much of what it is trying to accomplish. Take for instance the introduction of the French language in the schools. The French Government has insisted that French shall be the language of instruction in the primary schools for all children between the ages of 6 and 10, even though German is now the language in 87 per cent. of the homes. Whether this was wise policy or not is an open question.

The Germans permitted the French language in about one-fourth of the primary schools situated near the French frontier. The French point out that, in contrast to the Germans, they have prescribed the teaching of German in the upper schools, thus recognizing the idea of a double language. This the Germans absolutely refused. In fact, it is notorious that, under the Germans, French in most of the region was practically a proscribed tongue outside of the home.

About one-third of the teachers in the public schools are French imported, to take the place of the expelled German teachers. Many do not know the language of the children. As a consequence, the children are badly taught in many cases, yet one hears already children playing in French on the streets and in time this will all work out.

But the clergy have not taken kindly to this change. With German the language of the congregation and priests as well they are fearful that it ultimately will undermine the church and state. French officials insist that practically all complaints of the parents are really inspired by the priests.

It is the same with the courts. The French have proscribed the use of German by the advocates, yet, unlike the Germans,

they do allow a man to plead his own case in German if he desires. Naturally the same confusion reigns in the courts as in the schools.

With conditions like this in courts and schools, it is surprising that there is not more complaint than there is. It is in reality perhaps the best evidence that the vast majority of the people, German speaking though they are, are loyal to the French tradition of their country and at heart want to be politically French, despite all difficulties.

To Make Country French
May Take Some Years

"This is why there is plenty of complaint in France's new provinces, but no evidence of real dissatisfaction," said the Mayor of one of the smaller industrial communes tributary to Strasbourg. "We know that what is occurring now is exactly what occurred in 1871. It took fifteen or twenty years to turn this country around and make it German in all but its patriotism. It may take just as long to turn it back again. We have simply got to be patient. We do not want to change back, but we hope France will not grow too much, because living here next to the Germans we of Alsace want the Germans to like us instead of hating us, as undoubtedly they do to-day."

The French, to give them credit, are moving slowly. Were they not, the situation would be much worse. That is why the country is still under half of the old German laws. The German business law, for example, is a very modern product beside which the French is antiquated. Realizing the effect that a sudden change would have, the French administration has decided to continue the company law for the next five years, hoping that in the meantime French laws will be changed.

In the meantime the French banking system has replaced the more modern German system, making it impossible for the business man to get the banks to open credits and finance his operations on two named paper, as under the American system. Now he must engage private French bankers and pay high commissions for the money he needs. This going back to the old French laws governing business, but little changed since 1870, is a strain on his patriotism as well as on his pocketbook.

"We are not Germans and we are not French," said a member of the Mulhouse Chamber of Commerce. "We are Alsatians and we want to be under the French flag. But we also want autonomy that will permit us to keep many of the things we learned from the Germans. Either we should keep these German laws or France should remodel hers. This is what we are demanding of the French administration and are hoping that the French Parliament will accord us satisfaction."

Undoubtedly fitting this French suit on to the people of Alsace-Lorraine is one of the most difficult problems the French nation ever had. The Germans did it ruthlessly; the French are doing it more gently. Having always worn German clothes, the present generation will probably always complain that the French clothes do not fit.

It is upon the younger element that the situation depends. Upon it the French plan works out. The municipal theatres where French has taken the place of German are to-day practically empty for the simple reason that the people cannot understand the plays. But the night schools are full of young men and women learning French.

Strasbourg University has now an enrolment as large as under the Germans, despite the fact that not a German professor remains. In this lies the hope that the problem may some day be solved.

More Than 1,500,000 Felines Exist in City, Though S. P. C. A. Kills 300,000 Strays Yearly — Canaries Exceed Dogs as Pets

lows: Queens, 45; Brooklyn, 23; Richmond, 15; Bronx, 2. The total for the city is 85.

The egg laying section of the community is flourishing. Even in Manhattan there are as high as 1,371 chickens. These "chicks" in the Inwood district or around stables or in some particularly ample back yard. In the other boroughs the chickens are legion. In the outlying districts of Richmond and Queens the Health Department has not bothered with permits, so that any estimate of the number of chickens must be approximate. A conservative estimate sets the chicken population at 200,000. Poultry dealers behold nothing but progress in this field.

Despite the vigilance of the Health authorities it appears that the number of pigeons increases yearly. There exists no way of taking an official count of the pigeons in the city, but pigeon fanciers unite in declaring that the number of pigeons in this city to-day is greater than a year ago; a year ago the number was greater than it was five years ago.

One fancier estimates 50,000 to 75,000 pigeons in the city. Some of the pigeons are used to be sold for food, and many a succulent squab served in hotel dining rooms was originally a strutter on a New York street. It is interesting that there are an abundance of wild pigeons in the city. They can be seen in the vicinity of their nests atop the different churches and under the eaves of public buildings. There are probably thousands of these wild pigeons about the city.

If a pigeon has an enemy it is the cat. Mr. Horton of the S. P. C. A. estimates that there are 1,500,000 cats in Greater New York. By the end of this year, Mr. Horton asserts the society will have put to death no less than 300,000 stray cats. Cats thrive in the tenement districts. Every congested quarter of the city is overrun by battered, wild-eyed Toms and Tabbies. These wild ones are the cats who chant on backyard fences.

In addition to these tramp cats there are hundreds of thousands that dwell in homes and, though they may indulge in an occasional escapade, know a good thing when they have it and return to these homes. Lesser in number are what may be called the bushy tail cats, the Angoras and Persians. Mr. Horton confided that many pussies that are the boast of the homekeeping men are really nothing more than fox tail coon cats that run wild in Maine. There the dealers purchase them at 50 cents a cat, but when they arrive in the big city they of a sudden take on the name Angoras and a price—a minimum of \$20—worthy of their name.

Dogs Keep Pace With People
And Total Exceeds 150,000

Although dogs do not increase with quite the same rapidity as cats, they keep pace with the population. To-day there are 100,000 dogs under license in Greater New York. Add to this number the strays and unlicensed animals and the number can safely be placed at 150,000. This number is an increase over last year. The dog population increased slowly but steadily. The last six months have not been particularly good dog times. One dealer said that dog sales were virtually at a standstill because of the general hard times.

It would seem that there would be good cause for decrease in the number of dogs in so unromantic and dog dangerous a place as New York. The increase in the number of apartment houses over private dwellings, and the landlords who to-day stand more numerous opposed to dogs than ever before, would seem to be good reasons for the elimination of the dog. Facts tell a different story.

Mr. Horton points out that even in Manhattan, which is almost solid brick and pavement from the Battery to Yonkers, the dog population has grown. In confirmation of this statement he pointed out that at the S. P. C. A. shelters there is a growing demand for dogs. The reason for desiring a dog given almost invariably is for purposes of guarding property. The crime wave which ebbed only recently has been believed to be responsible for this desire for watchdogs. Several shipments of canaries arrive in this country every week. One dealer asserted that he received and got rid of 3,000 canaries weekly. During the war there were no canary importations, due to the fact that the source of supply was in Alsace-Lorraine. The result was a considerable rise in the price of the yellow birds.

Canaries are not the only cage birds sold here. Parrots and parakeets are popular. In addition there are among others the following: Brazilian cardinals, Japanese robins, linnets, sleekins, European blackcaps, strawberry finch, Gordon bluefinch, bullfinch and catfinch.

The demand for marmosets, the clever little monkeys of Brazil, is small among private families. Shipments of these monkeys are usually consigned to zoological gardens. The demand was once far greater than it is to-day.

There are men who make a business of going into jungle regions for the purpose of bringing back animals. These wild or merely curious animals are sold chiefly to zoological gardens and circuses. No city dweller has ever asked an animal dealer for a bear cub, but such demands do occasionally come from owners of large estates not far from New York.

Guinea pigs are in great demand by hospitals and medical schools for experimental purposes. The Department of Health is forced to raise them on its farm in Otisville for the different purposes of the Department. There is one chap in the city, name unknown, who has a hobby of raising lizards. He calls regularly at the animal stores to see if any lizards have arrived. Another owns a troupe of trained frogs. The city also contains several collectors of rattlesnakes.

A word should be said in passing about rabbits. These are raised in large quantities in the more sparsely settled districts of the city by businesslike men. In addition to these large enterprises there are any number of private backyard bunnies whose sole reason for existence is that the toddling generation loves to pull their long ears.